DEMAND FOR GRANTS -(*contd.*)

DEMAND XV—STATE TRANSPORT—(*contd.*)

Rs. 42,97,529

Motion 12—(*contd*')

MR. C. K. SANKARA PILLAI: Sir, the other day I was dealing with the inconveniences of passengers in Bus stands. I would suggest to the Director that the queue system may with advantage be introduced and tickets may be issued at least half an hour earlier than the departure time. A few seats in the bus, for example in the bus from Trivandrum to Kottayam, may be reserved for long distance journey. Then I would bring to the notice of the Director the necessity of having more buses. The difficulty with regard to the want of buses is not so keenly felt when one goes out into British India. There we see new chassis and new buses. But in Travancore we do not see new buses. Therefore some arrangement may be made to have more buses.

Then I wish to bring to the notice of the Director another matter. Immediately after the transport system was taken over by the department the behaviour of the conductors was exemplary. But the standard has now gone down. I would invite the attention of the Director to this matter and give them sufficient warning.

I wish to refer to another particular matter in this connection without casting any aspersion on anybody. The suggestion was made by an honourable member of the House that Government should run only a limited length of road and that the other portions of the road should be surrendered to private enterprises. I wish to record my protest against that, because practically, to my mind, this is the only real enterprise that belongs to Government. To say that because of the war conditions these lines should be surrendered to private enterprises, in my opinion, does not show a healthy sign. People who have experience of motor traffic in certain parts of Travancore when it was in the hands of private agencies will, I am sure, not consent to such a proposal. We feel that at least at the present moment between the Police Inspector and the ordinary passenger no distinction is made by the conductors and those responsible for running the buses. That is because all these buses belong to the Government. Invidious distinctions were generally shown by private owned bus conductors. Now because the buses belong to the Government, although we are undergoing difficulties because of want of buses, there is not the slightest distinction in the behaviour of conductors as between passengers. When in all civilised countries the cry is for nationalisation of all enterprises, except the ceramic concern this is the only enterprise which belongs entirely to the State. Therefore I wish to record my protest with regard to any attempt on the part of anybody or party to surrender the only enterprise that belongs to the State to any private agency.

PRESIDENT: Where did the honourable member get that idea from?

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MR. C. K. SANKARA PILLAI: There was a suggestion made in this House that it may be better to surrender the Transport system, excepting a few miles, to private agencies.

PRESIDENT: I have definitely stated that all monopoly projects of the State will be dealt with only by the State. Take, for instance, mineral sands. The present licence will be modified so as to make it the property of Government. Similarly with regard to China clay. The manufacturing operation may be vested in commercial concerns. But the handling of China clay, mica, graphite and minerals that may be found in the State will, as soon as possible, be taken over by Government. In the case of other projects where arrangements have already been made, they will be brought into the possession of Government and all monopoly projects of the State will be run by the State for the State.

MR. C. K. SANKARA PILLAI; Sir, I referred to the particular matter with regard to transport. It was suggested.....

PRESIDENT: The same applies to Hydro-Electric concerns.

MR. P. S. NATARAJA PILLAI: May I know from the member whether he is saying that I definitely said that the lines should be handed over to private enterprise?

MR. C. K. SANKARA PILLAI: That is what I understood and I further understood.....

MR. P. S. NATARAJA PILLAI: Sir, may I make a personal explanation. I was only suggesting ways and means for bringing down the difficulties of the passengers. I have never advocated that Government monopoly should give way to private enterprise.

MR. C. K. SANKARA PILLAI: That is what I understood. Further, the President of the Assembly made a statement that if the war is going to last long he is prepared if necessary, to surrender some portions to private enterprise.

PRESIDENT: The honourable member is sufficiently experienced to distinguish between debating points and announcement of policy. If a person says that the State is mismanaging a particular enterprise, it is quite open to an honourable member to ask that a private body should run it. What I have already stated is an announcement of policy.

MR. C. K. SANKARA PILLAI: I wish to make another suggestion. If the number of buses that are now available is not sufficient I would suggest that some tram line may be arranged to be run between Trivandrum and Nagercoil because we have got an excellent road on that line and sufficient electricity. So there is no difficulty to run a tram line between Trivandrum and Nagercoil. The buses now running on that line may be diverted to other parts of the State. Therefore I wish to bring to the notice of Government that as soon as possible all the lines in the State should be taken under the control of Government and those lines which are at present in the control of Government should, on no account, be surrendered to private enterprise.

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MR. VARKALA K. MADHAVAN (*Neyyattinkara cum Trivandrum*): It is now seven years since the Transport Department has come into existence. It has done great service to the State. It has improved all the roads on which it is running service. It has straightened the curves, metalled the roads and the Trivandrum-Nagercoil road has been cement concreted. For these things we are thankful to Government. I think the time has arrived for the Transport Department to provide electric tram cars in certain selected towns in the State especially Trivandrum and Quilon.

As far as water transport and coastal transport are concerned, I have to make some observations. Government have announced their policy of improving certain ports; the ports of Trivandrum, Vizhinjam and Quilon. They have also announced their policy of deepening and widening the canals of the State. It is also the announced policy of Government that in post-war years they are going to conduct the coastal transport on a large scale. In that case, I think, there will be unhealthy rivalry between the coastal transport and the water transport, I mean the canal transport.

PRESIDENT: Both will be run under Government control.

MR. VARKALA K. MADHAVAN: Water transport will be a State monopoly but the coastal transport may not be State monopoly.

PRESIDENT: So far as the coastal transport system is concerned, it was found that unless the Government were in for strict control over coastal transport especially with reference to the products of Travancore there would be international competition, because after the war, the Dutch line, the French line, the British line and the Indian line would all be competing with one another. So a certain amount of specific encouragement has to be given to the Indian Merchant Line. It is on account of that, although it may not be regarded as a sound one—the policy of making experiments on behalf of such lines—that the State made up its mind to be a kind of pioneer in India in regard to that matter. Nevertheless, that enterprise will be run with the assistance of the existing Indian Steamship Company. But it will be run so as to vest the control with the Travancore Government and I have, at the request of the management, consented to be the Chairman of that Company for a year.

MR. VARKALA K. MADHAVAN: It is to emphasise that matter that I stood up. I have nothing more to say on that topic.

The coal gas vessels are not only uncomfortable but also unhealthy for travelling. Passengers who are seated on the front benches have to inhale gas and that is injurious to their health. It is due to the defective construction of the body that the gas comes out from the engines. In case the war is going to continue indefinitely, I think it would be useful if the Transport Department would provide certain coaches for the State service. Such coaches were in existence in England a century ago. I think Mr. Salter will consider that question. With these suggestions I resume my seat.

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MR. M. K. CHANDRASEKHARA BHATTATHIRI (*The Travancore Jenmies-South*): I wish to point out to the House the desirability of running the Transport service mostly, if not entirely, on electricity. It is only a suggestion. At present we are spending about Rs. 7 lakhs on petrol which the House will agree is a continuous strain in our national wealth. A desirable change was tried to be effected to replace petrol with charcoal. But even in these days we have been successful in replacing the demand for petrol with charcoal only to the extent of below 1/10 of the total demand. The only consolation therefore is that we shall be able to replace it more and more in course of time.

The demand for charcoal can be divided into (1) for domestic consumption; (2) for transport system; and (3) for industrial purposes. It must at the outset be conceded that year after year the demand for charcoal for domestic consumption will increase. Any inordinate increase of the demand for charcoal for industrial purposes and the transport system cannot but seriously affect the price of the commodity, which is going very high in the market. It will be a great problem which we will have to tackle to avoid difficulties. It may be argued that in the budget for the current year there is a provision of Rs. 50,000 for charcoal. But in course of time when the whole of the demand for petrol is to be replaced, the amount will swell up to Rs. 5 lakhs and odd. Taking the fact that if the Transport system is to be extended to the north of Travancore, the demand is likely to swell between Rs. 12 and 15 lakhs. Moreover, the demand for industrial purposes is likely to increase by leaps and bounds. It must be remembered that we are launching upon an era of industrialisation and in course of years, a number of industries may spring up. Then the demand for charcoal for industrial purposes will be a problem for us. The Glass Factory, the Cement Factory and various other factories will come into existence within two or three years. The Travancore Fertilizers are likely to make an enormous demand for charcoal. In the production of synthetic ammonia charcoal is going to play a very important part. In fact it is one of the primary and basic materials in the manufacture of ammonium sulphate. I am only emphasising the need for curtailing the use of charcoal. How are we going to meet all these demands from? For this we have to depend upon our forests. But I am sure the Conservator of Forests will certainly oppose the policy of quick disafforestation and the Director of Agriculture might say that it will be detrimental to our rain-fall.

Besides this, we know that large quantities of wood are being exported from Travancore for war purposes. Therefore, is it possible for us to replace all those stocks within a short time? Is it possible for us to raise new trees within a reasonable period of time? Sir, I am not, however, taking an alarmist view, but taking into consideration our commitments and our programmes, it is reasonable to think that we should effect some savings under any of the Heads of demand for charcoal. If at all we can think of such a saving in any field, it is only in the transport system. That is why I advocate the use of electricity as far as possible for the Transport Department.

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[Mr. M. K. Chandrasekhara Bhattathiri.]

Sir, it may be remembered that what I advocate is a long-time policy intimately connected with the development of hydro-electric schemes which we are told will expand considerably in the near future with the fruition of the Periyar scheme. For the present, the idea of connecting the southern parts with the north by railway has been ruled out financially. I am not in a position to say whether the suggestion that I advocate can be completed within a couple of crores. That is a matter which has to be left to the Financial Secretary and the Government. The possibility of running the transport system by electricity in view of the geographical situation of the country and the lie of the land within the State will have to be investigated by the expert. My purpose is only to suggest that the Government should see whether such a possibility lies for the cause that I advocate.

With these remarks, I resume my seat.

MR. P. S. MAHOMED: Transport is a commercial concern. When Government made the proposal of the transport service, this Assembly welcomed the proposal and sanctioned the scheme in toto.

PRESIDENT: The Director of Transport has to reply to the criticisms and his time will be up by 1-20 p. m. He must be given at least fifteen minutes for his speech. I want the honourable members to bear that in mind.

MR. P. S. MAHOMED: The Assembly sanctioned that scheme with many expectations. The most important of the expectations was that the enterprise would give employment to a large section of the people here. Sir, we have not failed in our expectations. We have every reason to congratulate ourselves and the Government on the success of the Department in its financial aspects and on the part it played in removing unemployment in the State. It is seen that a good number of our young men were recruited to the Department. We find that large sums of money under several Heads have been provided in the budget for the purpose of paying the employees of the Department. For instance, in the budget of this year, under the heading "Administration—Management and Control", there is a provision of Rs. 1,10,208 for paying the salaries of 125 employees including the Director. Under the heading "Repairs, renewals, replacement and maintenance," there is a provision of Rs. 5,26,975 of which Rs. 1,30,031 goes for giving employment to 251 persons. Under the heading "Operating Expenses—Part I" Rs. 3,88,512 are provided for keeping 640 persons in employment. Thus, Sir, the budget has provided Rs. 6,11,781 for giving employment to 1,020 persons. Hence the Department has assumed an important place in the distribution of employment among the people of the State.

The power of appointments rests with the Director. I do not attribute any motive to him, but, Sir, I cannot but deny that he has not taken care of the interests of all the communities alike. Unlike his own country, there are several communities here. Every one expects communal justice in the land. As it is a commercial concern,

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we did not advocate communal representation. We thought that the benefit arising from the concern would go to all the people of the country without distinction of caste or colour, but now we feel that communal justice has not been kept up in the matter of appointments to the Department. We are in the dark as to the number of hands in the Department belonging to different communities. The information we sought through repeated interpellations regarding caste-war statement of appointments in the Department has been persistently denied on the ground that efficiency is the test of appointment to this Department, because it is a commercial concern. I am not however asking that efficiency should be sacrificed for the sake of giving some appointments to some—

PRESIDENT: Does the honourable member suggest that there has been any specific inadequacy of men of his community in the Department? I should like to know exactly what the honourable member's point is.

MR. P. S. MAHOMED: We sought for information but in the absence of such information, we do not know how many Muslims or how many Ezhavas or how many of the other castes there are in the Department.

PRESIDENT: Yes; the honourable member will proceed. I can give him only two minutes more, as I shall have to call other honourable members.

MR. P. S. MAHOMED: We know that the number of employees among the backward communities is far lower than that of members from other communities.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: May I know from the honourable member whether, even though the Public Service Recruitment Rules are not made applicable to this Department, as far as possible communal representation is maintained without detriment to the efficiency of the Department?

MR. P. S. MAHOMED: Even at the very beginning I said that I did not advocate communal representation in this Department. What I added was that efficiency must be the main consideration for recruitment to this Department. I know that in commercial enterprises Muslims are not wanting in efficiency. On the other hand, in that field, they are considered to be more efficient.

PRESIDENT: In view to the observations with which the honourable member commenced his speech, I asked Mr. Salter, and he says that quite a large number of Muslims are employed in the Department. The matter will be made clear.

MR. P. S. MAHOMED: I am sorry that we are left in the dark.

PRESIDENT: Yes, I see the point. Do you want a list of persons?

MR. P. S. MAHOMED: I want a caste-war list of persons.

MR. J. T. MORAIS (*Neyyattinkara* cum *Trivandrum*): The difficulty in travelling has been sufficiently expatiated upon by the honourable members who spoke before me. It is not therefore my purpose to expatiate more upon that point. I wish only to place before the Department a suggestion which has already been offered in a sense by some

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[Mr. J. T. Morais.]

of the honourable members who spoke before me. Their suggestion was this: That tickets should be issued about 15 or 30 minutes before a bus is about to start, but I would say that at every starting station tickets should be available throughout the day. It should be arranged in the following way: When a bus is about to start, its seating capacity should be ascertained before hand and also the number of people that it could accommodate, who can comfortably stand. Supposing the seating capacity of a bus is 25, the first twenty five tickets that are sold should be marked as intended for sitting, and the rest should be marked as intended for standing. If the 51st person turns up for accommodation, he should be definitely told that there is absolutely no space in that bus and he should be given a ticket for the next bus that would start, say about 30 minutes later. Thus, this system could be continued. The rush and unseemly fighting that take place when a bus prepares for the journey can be avoided by the introduction of this system, because those people who have got the tickets for sitting know that they will get a seat and those who have got tickets for standing, know that they will have to stand. Thus, there will be no trouble at all and a system of queues will in effect come into operation. That is to say, when a man who comes unfortunately misses the first bus, he will get a ticket for the next bus. In these ways, the difficulty may be minimised.

MR. E. G. SALTER: May I ask the honourable member what is to be done in the event of a passenger holding a ticket entitling him to stand, insisting on sitting?

MR. J. T. MORAIS: He should be asked to stand.

MR. E. G. SALTER: If he refuses?

MR. J. T. MORAIS: He should be told that there is no place for sitting, or he should be given a ticket for a seating accommodation in the next bus.

MR. V. S. KRISHNA PILLAI (*Thovala* cum *Agastiswaram*): Does the honourable member advocate a difference in rates as well?

MR. J. T. MORAIS: I do not advocate a difference in rates. It is only a difference in convenience and the travelling public know quite well that the Department is not able to cope with their demand on account of the scarcity of buses.

With these remarks I wish to resume my seat.

MR. E. G. SALTER: Sir, the general complaint is undoubtedly the inadequacy of services resulting in overcrowding and public inconvenience. I propose therefore to deal with the general aspect first. I assure the honourable members that, notwithstanding the good humour indulged in by my honourable friend Mr. Chazhikkattu Joseph, the Director of Transport is fully aware of the conditions. But, if the public insist on travelling, knowing full well what those conditions are the callous indifference which has been attributed to the Transport Department is obviously the indifference of the public to the state of affairs, which means that they either travel in discomfort or that they

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do not travel at all. The department has done its utmost by propaganda. The Government of India and the Railway Companies have all done their utmost to prevail upon the public to travel less.

Sir, Mr. Chellappan Pillai drew the attention of Government to the fact that the Transport Department was carrying more passengers for less mileage. He appeared to be fully aware of the circumstances which necessitated reduction in mileage. He offered no explanation for the increase in passengers. It arises from one fact and one fact alone, namely the increased spending power of the public which must find an outlet. All the propaganda in the world has miserably failed to convince the people of India that they must travel less. In these circumstances, I ask, what is the obvious alternative?

MR. T. K. NARAYANA PILLAI: Does the honourable member suggest that the public in India are travelling unreasonably?

MR. E. G. SALTER: I make no suggestion of that kind. All that I suggest is that they are persuaded to travel less, but their reply is to travel more as can be proved by statistics in the hands of the Transport Department so far as Travancore is concerned.

MR. A. K. BHASKAR: Is the honourable member aware that the people are more industrious and have more avocations which necessitate their constant travel to attend to those matters?

MR. E. G. SALTER: I do not for one moment enter into the reasons for travelling.

MR. K. K. CHELLAPPAN PILLAI: Is it not increase in business at the present time which is responsible for increased travelling?

MR. E. G. SALTER: I have no doubt on that point. I am not at all criticising about constant travels by the public at large; when I say that there are more passengers travelling, I am merely stating an obvious fact. It is a matter fairly known to all that reasons for travel depend entirely with the people who have to travel but it is perfectly obvious that, if there was reduced accommodation for travel, they do so knowing full well that they must travel with discomfort as is existing today. That is my point.

Now, two suggestions have been made to overcome the present situation. One is that we should issue tickets in advance and the second is rather a novel one, namely, that we should reduce entirely or withdraw services on certain routes in order that the number of vehicles can be augmented on other routes. I am wondering what exactly Mr. Nataraja Pillai would have said, and what his party in general would have said, if Government had adopted exactly the same idea in respect of the distribution of other essential commodities. I ask, what would have been their reactions. Supposing Government had said, there is insufficiency of rice in Travancore and, so, the public of the main towns alone be fed, leaving the other people to look after themselves; what will be the reaction? I am sure that if the honourable members of this House including Mr. Nataraja Pillai give their serious thought to that aspect, they will agree with me that it is too preposterous to be worthy of any consideration. But, in regard to the question

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[Mr. E. G Salter.]

of issuing tickets before the buses leave the town, the department had this matter under consideration for some time and I have been waiting for an opportunity to discuss the various aspects of this question in this honourable House before its introduction.

MR. C. K. SANKARA PILLAI: Will the member please enlighten us on the point whether any chassis were got down in 1943 or 1944?

MR. E. G. SALTER: Yes, we have. Regarding the suggestion of issuing tickets before the bus starts, my submission is this. The honourable members must know that no law, no rule, can be formulated in any country in this matter, unless it has the whole-hearted co-operation and support of the public. As an example, the complete and utter failure of prohibition laws, both in the United States of America and some parts of India, indicate the truth of that statement.

MR. K. A. MATHEW: Does the member think that the failure of prohibition laws in South India was due to lack of co-operation?

MR. E. G. SALTER: Undoubtedly so.

MR. K. A. MATHEW: I question, Sir.

MR. E. G. SALTER: It is only my personal opinion and subject to correction. I am quoting it as an example that without the co-operation of the public, no law, no rule, is really workable. The Transport Department in an endeavour to overcome the admittedly serious position which now confronts the public and the department, has endeavoured to formulate certain rules to regulate the entry of passengers in the buses. The honourable members will doubtless have seen the recent notification published in the press and its implications. What is the result? A few days ago a bus scheduled to leave Nedumangad immediately on its arrival there, was besieged by a terrific crowd of people at the motor-stand. The people climbed through every available window, forced their way into the doorway of the bus and badly injured a lady passenger who was trying to come out of it. After the hubbub had subsided, the conductor counted the number of passengers. There were 76 passengers in all. In accordance with the instructions issued from the Head Office, he wanted 26 of them to get out of the bus. He also told them that the bus would not move without that number being cleared from the bus. As a result, the bus had to stop for three hours just to see that the excess passengers got out of it. The result was that the return service from Trivandrum did not operate that day. That is what I mean by public co-operation.

MR. CHAZHIKKATTU JOSEPH: Is there any overcrowding in buses in England?

MR. E. G. SALTER: No, Sir.

MR. CHAZHIKKATTU JOSEPH: Is the honourable member sure on that point?

MR. E. G. SALTER: Absolutely so.

MR. K. A. MATHEW: May I tell the honourable member that recently an American who came to Trivandrum on seeing the overcrowding in Transport buses stated that there is overcrowding in buses even in America?

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MR. E. G. SALTER : I have no experience of overcrowding in American buses. I think it will be unfair to quote comparisons between England and India. The people of England have learned the queue system automatically. Unfortunately the people of India have not yet learned it and it is a fact.

MR. T. K. NARAYANA PILLAI : May I ask whether any attempt was made by the department to introduce the queue system in Travancore?

MR. E. G. SALTER . Definitely, Sir.

MR. K. A. MATHEW : May I know, where please?

MR. E. G. SALTER : In the Trivandrum bus stand itself.

MR. K. A. MATHEW : For how long was that system in vogue?

MR. E. G. SALTER : But the honourable member should understand that it is the public who have to form the queue system and not the Transport Department. It is impossible to form the queue system without the co-operation of the public.

MR. K. A. MATHEW : Does the honourable member know that in Bombay this system has been tried and works very satisfactorily?

MR. E. G. SALTER : Yes, I know that. India is gradually adopting the queue system.

MR. K. A. MATHEW : Then, may I know why a beginning in that line has not been made in Travancore by the Transport Department?

MR. E. G. SALTER : I have already said that this is a matter pure and simple for the public to discharge, and the Transport Department has no connection with that.

MR. K. A. MATHEW : Will the member answer that point without losing temper?

MR. E. G. SALTER : No case of temper, please. I have answered the question in a calm manner. There is another aspect for the consideration of the House.

MR. K. K. CHELLAPPAN PILLAI : May I know whether there are any statutory powers for the officers of the department to regulate the queue system?

MR. E. G. SALTER : No, Sir.

A conductor or an Inspector of a bus is empowered under the Passenger Regulation of the Motor Vehicles Act 1117 to forcibly eject a passenger who violates the conditions of those regulations. What is the result? A few days ago an incident happened at Kundara. When the bus stopped there to let a passenger down, a larger number of people than the number which got down endeavoured to get into the bus. When the Inspector who was on the bus remonstrated with the people, he was assaulted and some injury was done to him and unhappily he is now in the hospital. I ask, is that public co-operation?

MR. K. K. CHELLAPPAN PILLAI : Is not rushing due to the fact it is now being encouraged by the department and therefore such a psychology was exhibited?

MR. E. G. SALTER : In fact, Mr. Chellappan Pillai's view certainly supports my argument.

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MR. P. M. VARGHESE: Is it wrong to suggest that people should not overcrowd in the bus stand?

MR. E. G. SALTER: I ask what else are they to do?

MR. P. M. VARGHESE. Such crowd should be regulated.

MR. P. S. NATARAJA PILLAI: Is it not possible for the department to advertise that a particular bus will be able to carry only so much passengers at such and such hour and other details connected with travels? Have they at any time done so?

MR. E. G. SALTER: The honourable member must be aware that the machines are fallible, particularly the machines which have run over half of a million miles.

PRESIDENT: I think in view of the feeling displayed in the matter Government would consider the view of the House. If this House is agreeable to conduct experiments in one or two localities, say in Trivandrum or Quilon, or in both, then every bus starting from Trivandrum will take only so much maximum number of passengers and the police will be employed to keep out all the others. It will also be stipulated that people will have to go in a particular order, otherwise they will not be allowed to enter the bus. Then I think if the honourable members co-operate with Government in seeing that there is no complaint, in which case, I am perfectly prepared to accept the view suggested. In view to the other charges, namely that there should be no standing room, that there is to be only accommodation for sitting passengers from Trivandrum Station and other details which will be enforced by the Police, are the honourable members anxious to give that experiment a trial?

MR. V. GANGADHARAN NAIR (*Quilon* cum *Kottarakara*): Is it possible for the department to keep away short distance passengers from travel?

MR. E. G. SALTER: I seriously ask, why should a discrimination be shown against any passenger by the Department if he is prepared to pay for the ticket? Why should a power to eject any passenger be given to the Department?

MR. P. S. NATARAJA PILLAI: Is it not possible to reduce the number of town buses in Trivandrum and utilise them elsewhere?

MR. E. G. SALTER: There are a few buses operating and if it is the considered opinion of the majority of the honourable members that there is too much, then the department will see that those services are stopped from tonight.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: May I know from the honourable member whether with a view to discouraging short distance travelling the department has not increased the minimum fare?

MR. E. G. SALTER: It is perfectly correct and instances are not rare where passengers pay eleven chuckrams to travel from Kottayam to Pallam.

MR. CHAZIKKATTU JOSEPH: What is the harm in accepting my yesterday's suggestions of giving tickets fifteen minutes earlier?

MR. E. G. SALTER: For the last fifteen minutes that was exactly what I have been endeavouring to explain to the House.

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MR. A. P. UDAYABHANU: Why not short distance tickets be refused ?

MR. E. G. SALTER: The honourable member does not take into consideration that when a person gets in and pays his fare the conductor cannot ask him to get down.

MR. T. K. NARAYANA PILLAI: Will not the early issue of tickets prevent such evils ?

MR. E. G. SALTER: I am on the way to explain these things Arrangements are being made to try this, but as I said before I have been endeavouring for the past fifteen minutes to bring to the notice of the honourable members of the house all the difficulties. What we want is public co-operation because if passengers board the bus whether with or without tickets, the department has no right to eject them.

MR. K. K. CHELLAPPAN PILLAI: Have the Government considered the advisability of investing these inspectors and conductors with statutory powers ?

MR. E. G. SALTER: That is a matter which I am not competent to comment on.

PRESIDENT: The Government have no intention of converting the bus conductors into Police Inspectors, but on the other hand Government are perfectly willing to post a posse' of police all round the bus to prevent anybody getting in excepting on production of a pass from the police. If honourable members are willing to see that that system is adopted the buses will be comparatively empty and only such number as the police will admit will travel. Do the honourable members wish for this ?

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: No, Sir, it will be more inconvenient.

PRESIDENT: It is possible to work that system automatically like clock-work. I am perfectly prepared to strengthen the Police, I am perfectly willing to have a posse' round each bus to charge people who try to enter, without tickets, and trample women and children in trying to enter the bus. I have seen men pushing them aside in the rush to get into the bus, and I have stopped the bus at those stations. I have also asked those people to be cleared out. So, it is possible for Government to do so. But why this Government have not done this and why in Madras and other places it is not done is because these are transitional times when arrangements of a temporary character and inconveniences of a temporary character have to be endured. It is hoped that in the course of a year or two the situation will be eased. But if honourable members of the House want a very strict adoption of the queue system and of keeping all unwanted passengers out, Government are willing to put that system into operation.

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MR. E. G. SALTER: Another aspect which I would like to point out to the honourable members is this. It is certainty that the system will result in the black marketing of tickets. Some honourable members referred to the practice that exists in respect of railways elsewhere. The department is not confident of the procedure. I would request honourable members to realise that the introduction of this system of giving tickets earlier will result in black marketing. But if the honourable House would insist on the system being introduced, the Department would take immediate steps.

PRESIDENT: The time for demand having elapsed, it is now my duty to put to vote the motion by Srimathi Naravani Amma.

The motion was by leave of the House withdrawn.

The following motions lapsed as the time allotted for the discussion of the demand expired:—

MR. K. R. NARAYANAN:

13. To reduce the allotment of Rs. 86342 for Administration, Management and Control by Re. 1.

MR. P. S. MAHOMED:

14. To reduce the allotment of Rs. 86,342 for Administration, Management and Control by Re. 1.

MR. P. S. NATARAJA PILLAI:

15. To reduce the allotment of Rs. 86,342 for Administration, Management and Control by Re. 1.

(c) OPERATING EXPENSES.

II. FUEL.

MR. M. K. CHANDRASEKHARA BHATTATHIRI:

16. To omit the allotment of Rs. 10,05,000 for fuel.

Motions for the reduction of total allotment.

MR. P. M. VARGHESE:

17. To reduce the total allotment of Rs. 32,72,529 for Working Expenses by Re. 1.

MR. V. MADHAVAN:

18. To reduce the total allotment of Rs. 32,72,529 for Working Expenses by Re. 1.

MR. J. T. MORAES:

19. To reduce the total allotment of Rs. 32,72,529 for Working Expenses by Re. 1.

MR. K. K. CHELLAPPAN PILLAI:

20. To reduce the total allotment of Rs. 32,72,529 for Working Expenses by Re. 1.

MR. P. S. MAHOMED:

21. To reduce the total allotment of Rs. 32,72,529 for Working Expenses by Re. 1.

MR. K. R. NARAYANAN:

22. To reduce the total allotment of Rs. 32,72,529 for Working Expenses by Re. 1.

Motion for reduction of total grant under Demand XV.

MR. P. K. KURIAKOSE:

23. To reduce the total allotment of Rs. 42,97,529 for State Transport by Re. 1.

MR. P. M. VARGHESE:

24. To reduce the total allotment of Rs. 42,97,529 for State Transport by Re. 1.

The question that Government be granted a sum of Rs. 42,97,529 under Demand XV State Transport was then put and carried.

The demand was passed and the grant was made.

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